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[a180]

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In Casks 375 lbs. net \$4.75 per cask ex Factory.  
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Hongkong, 1st October, 1905. [a123]

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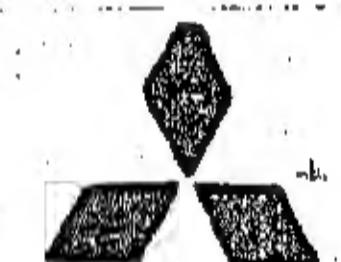
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Hongkong, 28th May, 1906. [a39]

BOARD AND RESIDENCE  
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MRS. GILLIANDERS  
"GLENWOOD,"  
27, CAINE ROAD,  
Hongkong, 20th September 1905. [a73]

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"BRAESIDE."

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Furnished Bedrooms, every home comfort. Fine  
View of the Harbour. Terms moderate.  
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Hongkong, 27th June, 1905. [a43]



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NEW DOCK NOW OPEN.

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"OURA-MARU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
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Short Notice. [a175]

DENTAL SURGEON,  
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[a1518]

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Hongkong, 18th August, 1906. [a34]

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Per Case.

BRANDY \* \* \* \* \$22.50

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SPECIAL DEMON AND OTHERS. Variety of Colours: Absolutely Water-  
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[a32]

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12 Selected Ash Cues.  
1 Butt Rest with Patent Brass Head.  
1 Billiard Rest with Patent Brass Head.  
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1 Long Butt.  
1 Mid Butt.  
1 Billiard Marking Board.  
1 Dust Cover for Table.  
1 Straightedge and 1 Circle.  
1 Best Spirit Level.  
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1 Wall Cue Rack.

1 Wall Butt Rack.

1 Set Billiard Rules, Framed.

1 Best Billiard Brush.

1 Set "Crystallite" or "Benzoline" Billiard Balls.

1 Box Best Cue Tips, Assorted.

1 Cue Tip Fastener with Fila.

1 Bottle Cue Cement.

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2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of  
Rs. 1,400 net.

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can be had on application from the Offices of this paper.

Hongkong, 1st April, 1906. [798-1]



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WHITE HORSE CELLAR

THE UNRIVALLED SCOTCH WHISKY

\$14.00 PER DOZEN.

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Complete with Five Centrifugal Pumps, Piping Pends, India Rubber, Flexible Suctions  
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Siebe, Gorman & Co. Tools, Blocks, Tackle, Wire and Hemp Ropes, and all necessary applica-  
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thoroughly overhauled.

Classed 160 AJ. Lloyd's.  
Length B.P. 140 feet 5 inches.  
Breadth 23 feet 5 inches.  
Depth of Hold, 10 feet.  
Tons Gross, 287.  
Tons net, 92.  
Dead weight, 200 Tons.  
Draft laden, 12 feet 10.  
Draft light, 10' 6" x 6' 6".

Engines, Triple.  
Horse-power { Nominal 64.  
Indicated 650.  
Cylinders diam: 13 in., 22 in. and 35 in.  
Cylinder stroke, 27 in.  
Boiler, One, S.E. Tabular.  
Working Pressure, 180 lbs.  
Consumption per day 7 Tons.  
Average Speed, 11 Knots.  
Capacity Bunker, 110 Tons.  
Water Ballast, 22 Tons.  
Steam Winch, One.  
Steam Windlass, One.

For further Particulars, apply to—

HOLME, RINGER & CO.,  
NAGASAKI.

[1549]

8th August, 1906.

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THE latest Method of the AMERICAN  
SYSTEM of DENTISTRY.  
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From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [1683]

SURGEON DENTIST,  
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TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [688]

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[a134-4]

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163 Bedrooms.  
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[a40]

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CAPSULE ... \$16.00 \$1.40C. INVALID SUPERIOR  
QUALITY, BLACK  
SEAL, CAPSULE ... 20.00 1.75D. VERY FINE OLD  
TAWNY, VIOLET  
CAPSULE ... 27.00 2.25We can recommend D. as being a Full Bodied  
Wine of very Superior Vintage.This above Prices are subject to 5 per cent.  
discount.

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Hongkong, 11th August, 1906. [30]

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LONDON OFFICE: 131, FLINT STREET, E.C.

## The Daily Press.

HONGKONG, AUGUST 18TH, 1906.

WE are again hearing much of a  
constitutional government for China. The  
Commissioners who made the grand tour  
to search out what might appear to be the  
better features of foreign systems of govern-  
ment have undoubtedly reported that some  
alterations appeared to them advisable. If  
we had to wait for their detailed report,  
with recommendations on eclectic lines, the  
subject would not be worth discussing for  
many years to come. If they had been  
foreign Commissioners, it would have been  
quite likely that some of them would have  
felt justified in submitting within a few days  
of their return a cut-and-dried scheme  
of reform. The Oriental moves more  
deliberately. It has been suggested that to  
summarise in Chinese the constitutions of  
the world, and to prepare for comparative  
purposes an account of the customs and  
practices of the Chinese empire, would take  
at least a decade. This appeals the eager  
reformers, and they have hit upon the  
expedient of asking for predestined food.  
That is to say, they propose to take the  
constitution that Japan evolved after  
assimilating what seemed the more suitable  
features of foreign administrative methods.  
Japan's constitution, after all, "would  
probably fit China just as well," "to be  
done with," as fits Japan. It is not the  
best of fits for Japan, but that is because  
the Japanese had not quite succeeded in  
adapting themselves to their foreign ideas.  
Old instincts and habits ruled strong. The  
Chinese as a people are still further removed  
from the conditions which will be necessaryto make the new constitution work well.  
At the beginning of the war, the Japanese  
constitution was somewhat roughly  
handled. The Diet really had as  
much to complain of as the Russian  
Duma is said to have, but the situation  
was saved by the very real loyalty  
to the Throne. The Japanese did not  
get their representative government, as  
the English got theirs at Runnymede. They  
accepted it as a voluntary offering from  
their master of Emperors, and they probably  
valued it more for its give than for its  
qualities, as yet unrecognised. In Russia,  
while there are thousands unprepared for  
representative government, there is a large  
and growing section quite prepared to  
enlighten them by precept and example,  
so soon as the bureaucrats will let them.  
In China, it is difficult to imagine just what  
will happen, in the by no means certain  
event of a constitution being granted at an  
early date. To begin with, the EMPRESS-  
DOWAGER will be worse than the Tsar; she  
will pull the noses of the parliamentarians  
from sheer force of habit, whereas it is  
charitably suggested the Tsar is autocratic  
only when some reactionary courtier pulls  
his leg. There is in China also a bureaucracy  
which will expect the same "chancey"  
under a constitution that it profits by now,  
and as "Young China" would inevitably  
be strongly represented in the Chinese Diet,  
all kinds of surprises may be counted on.  
The chief drawback, however, to the  
smooth working of really representative  
government in China for a long time  
to come will be the ignorance and  
indifference of the proletariat. They will  
early discover (probably with ample reason)  
that there is something to pay for the  
privilege of the suffrage; and they will  
have to be painstakingly taught that the  
free and independent elector is the master  
of his officials. After they have had the  
European's experience, they will know,  
without explicit tuition, that this proud  
boast is not valid long after the ballot  
boxes have been opened; but that is only  
a reflection by the way. The glaring fact  
is that to call the gift of a constitution a  
reform is wrong. A constitution is merely  
a post-reform symptom, not a reform in  
itself. Whether the EMPRESS-DOWAGER  
really means what she says, whether  
officialdom be sympathetic or antipathetic,  
any constitution for China must be a hollow  
mockery so long as the great mass of the  
people are already for it. It is a very  
proper start to make, but being made, it  
does not inaugurate the millennium. It is  
just like giving a child that knows nothing  
of a violin. The child may be able to  
play very nicely, but before that  
there must be lots of discord and nerve  
struggle for other people. It will be a more  
seasonable time to introduce a constitution  
into China when the empire has been  
over-run with railways and telegraphs.

The Criminal Sessions open to-day.

There have been no plague cases for the last  
three days.The P.M. ss. *China*, passing through on her  
way to San Francisco, has on board a shipment  
of natural history specimens, consigned by the  
Philippines Bureau of Education.It is rumoured among the Russians at Nag-  
asaki that something serious has happened to  
the Tsar. There is no definite report as to the  
nature of the occurrence, however.The story which the *Canton Daily News*  
published with all reservations, of a secret visit  
paid by Viceroy Shun to the Governor of  
Hongkong, had no foundation in fact.Messrs. E. S. Kadoorie & Co. are advised from  
Singapore that the crushing of the Raub  
Australian Gold Mining Co., Ltd., for the past  
four weeks was 900 ozs. melted gold from 5,687  
tons of stone.A Times of Ceylon telegram dated July 27th  
says the Jawa Rubber & Produce Co., Ltd., has  
gone to allotment; as also the Castlefield  
(Klang) Rubber Estate, Ltd., for the home  
applications.It is rumoured in Shanghai, says the *Chaka*  
*Mainichi*, that M. Pokotiloff, Russian  
Minister in Peking, will resign and that Major-  
General Wogack, formerly an attaché of the  
Russian Legation in Tokyo, will succeed him.We have been asked to state that the members  
of the Hongkong Volunteer Troops are  
holding a Gymkhana at 4 p.m. this afternoon,  
at the football ground, Happy Valley, and that  
they will be "at home" to their friends.The promenade concert given to-night by the  
Volunteers promises well. Among the pro-  
mised contributors of songs are Mrs. F. J.  
Hadley, Mr. A. E. Paine, Mr. S. Moutte, Mr.  
R. Sutherland and Mr. Hugh Dowbiggin.Members of the Right Half No. 2 Company  
H.R.V.C. are reminded that the last shots for  
the Nicholson and Maidlan Cups take place on  
Sunday, 26th inst., at Tai Hang Range. At  
the July shot spoons were won by Gunner  
Warrack (82) and Corporal Darby (78).

## TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

## THE REVOLUTION IN RUSSIA.

LONDON, August 17th.

A reign of terror prevails in Russia.  
The police and the Government are  
absolutely helpless.Warsaw has been the scene of  
another massacre, which includes  
250 Jews.CHURCH AND STATE IN  
FRANCE.

LONDON, August 17th.

The French Government is deter-  
mined to apply the separation law.

## THE JAPANESE AMBASSADOR.

LONDON, August 17th.

Baron Komura arrived here to-day.

## KING AND KAISER.

LONDON, August 17th.

The meeting of King Edward and  
Kaiser William in Germany is  
extremely cordial.

[REUTER'S SERVICE.]

## KING AND KAISER.

LONDON, August 15th.

The papers are making the meeting of  
the King and the Kaiser an occasion for a  
review of the European political situation,  
especially in the near East, where the  
legitimacy of Germany's influence and  
ambitions are admitted; they, however,  
deny that she has any locus standi in Egypt  
as claimed by recent articles in the German  
press.The Kaiser met King Edward at Cron-  
berg. From thence Their Majesties motored  
to Friederichshof, and after luncheon drove  
to the statue of the Emperor Frederick,  
receiving ovations everywhere. Sir Charles  
Harding accompanied the King, and Foreign  
Minister Tschirchsky the Kaiser.

## RUSSIAN RAILWAY FRAUDS.

LONDON, August 15th.

An official enquiry at Tomsk has disclosed  
the disappearance of 1,500 wagons of the  
Siberian railway, and frauds to the extent  
of 270,000 sterling, at one station alone.CONFERENCE OF HONGKONG  
COTTON DEALERS.ALL OPERATIONS SUSPENDED FOR ONE  
MONTH.In view of the terrible depression now  
prevailing in the Indian cotton yarn trade,  
and the accumulation of heavy stocks in  
Hongkong and Shanghai, a meeting of the  
Chinese dealers in cotton yarn and the direct  
importers of cotton yarn from India was held  
on the evening of the 16th inst. at the office  
of Messrs. E. D. Sassoon & Company to concert  
such measures as would avert a panic that is  
imminent in view of the steady rise in Indian  
rupee exchange and consequent drop in the  
price of American cotton. The local Chinese  
dealers agreed that they are unable to move  
their stocks purchased some three or four  
months ago at a price higher than those  
now ruling, and that the buyers from the  
consuming centres are holding back in the  
hope of seeing a still further drop in the price.  
It was unanimously resolved after a long and  
careful discussion at the meeting that the  
local Chinese dealers will cease taking any  
new purchases of cotton yarn for one month  
commencing from the 17th inst. The  
importers from India having promised them  
their cordial support by agreeing not to sell  
any new goods for one month. It is believed  
that this step will stop the prices going down  
any further, and enable the Chinese dealers  
to get quit of their large holdings, or at least  
reducing their stocks to some extent, at least  
reducing their stocks of sold and unsold goods.  
The estimated stock of sold and unsold goods  
in Hongkong is about 150,000 bales in 10 months  
and as many more at Shanghai, and the amount  
is said to be extremely gloomy. The outlook  
for several dealers have failed, and a large  
stock of English and Indian yarn sold to  
a very high price but not cleared is thrown  
on the market, the loss in the price ranging  
from \$15 to \$20 per bale.

## WEATHER REPORT.

The Hongkong Observatory yesterday  
issued the following report:-On the 17th at 11.25 a.m.-The  
barometer has fallen considerably over E. China  
and slightly over S. China, and Formosa, and  
the depression is lying over E.The highest pressure is over the  
Gulf of Pechili and N.E. Japan, in excess by  
about 0.01 inch over S. China and Formosa,  
and slightly above the sea.Gradients continue slight over  
the China Sea, and light S.W. and variable  
winds prevail.Hongkong rainfall for the 24 hours ending  
at 10 a.m. today, 0.00 inches.

## POLICE COURT.

Friday, August 17th.

BEFORE MR. H. H. J. GOMPERTZ  
(FIRST POLICE MAGISTRATE).

## DISMISSED SEAMEN.

The captain of the *s.s. Virginia* charged 20  
of the deck hands of that vessel, Malaya, with  
refusing duty.Mr. E. J. Grist (of Messrs. Wilkinson and  
Grist), who appeared for the defendants said it  
was utterly unreasonable to suppose that the  
captain could proceed to sea and expect fourteen  
men to do the work of twenty, the vessel was  
short-handed.His Worship That is no reason for the  
defendants refusing to work. If they have any  
claim against the ship they can go before the  
Shipping Master. This is a case I am very  
reluctant to deal with, it is the captain's word  
against the defendants'. If the captain agrees  
to bring the crew up to the full complement,  
the defendants have no grievance, but from  
what he says it is very difficult to get men.Mr. Grist I can quite understand the  
difficulty, but surely he should have discharged  
this crew and engaged another, or have brought  
the number up to the full by engaging men  
other than Malays. For eight or nine months  
they must have been doing the duty of a man  
and a half, and they have a very just complaint.  
They have had no cook.His Worship If the cook chose to desert, I  
don't see how the captain can help that. The  
men are not fasting duty.Mr. Grist—No doubt they are refusing, but  
the question is whether they are not justified in  
so doing at the present time. The ship is short  
of men, and when one has to go without a cook  
for eight months and do double duty he would  
naturally get a little bit tired of that particular  
employment, and would not be at all anxious  
to continue in it. What security is there that  
this will not occur again? I would ask your  
Worship to grant a remand and fix bail.His Worship—I shall have to fix bail which  
will prevent the men deserting. I understand  
the current wages in this port are higher than  
they get on board, which is an incentive for  
them to desert.The Captain informed his Worship that he  
had £14 or £15 wages due to the crew, which  
would be forfeited to the ship if they deserted.His Worship adjourned the case until Thurs-  
day and fixed the bail of the defendants at £5  
a man.Twenty Mahomedan seamen from the same  
vessel were next arraigned on a similar charge.The spokesman of the defendants told his  
Worship they could not get enough to eat.They had been before the Harbour Master, and  
he told them to return to their shipand he would see that they got food. They  
obeyed, but did not get enough food.The Chinese on board utilised the cookhouse,  
whereas they, being Mahomedans, were unable touse it. Their cook and foreman left the ship six months  
ago, and since then they had not a cook.His Worship—What do you want, Maho-  
medan cook?

Defendant—We want to leave the ship.

The Captain told his Worship he wanted  
the men back on board.His Worship (to defendant)—The captain  
does not want to discharge you. You have been  
before the Harbour Master and he does not  
think your grievances sufficiently serious to  
terminate your agreements. You will have  
to go back. That is all.

Defendant—We would rather die.

His Worship—if you refuse to go back now,  
you will live, in the ordinary course, when you  
go back, to pay the wages of your substitutes.Defendant—We would rather die than  
return to the ship.

The case was remitted for a week.

## INDUSTRIAL TRADE DISPUTES A NEIGHBOUR.

M. Katsikopoulos proceeded against Ah Sing,  
tailor, of 2B, Pottinger Street, for unlawfully  
between sunset and sunrise making a noise  
calculated to disturb the quiet of complainants,  
who resides on the floor below the defendant.Complainant told his Worship that until  
11.30 p.m. defendant's machine was always in  
motion, and other noises were made by stamping  
and the putting down of heavy weights.Mr. Grist, who appeared for defendant, said  
that section 13 of the Industrial Ordinance with  
regard to the making of noise of good order  
said that no person should between sunset  
and the hour of 6 a.m. make or cause to be  
made any noise calculated to interfere with  
or disturb the public tranquillity. He did  
not think the carrying on of a tailor's busi-  
ness would come within the meaning of that  
Ordinance provided they did not make any  
unnecessary noise. It seemed absurd to  
suppose the defendant should have to stop  
business before 10 or 11 p.m. One might argue  
in another way that newspapers and every other  
kind of business should be stopped. That was not,  
however, the meaning of the section. It meant  
that people should not go round beating  
on doors, and so on.His Worship—You say, in effect, it would  
stop all business from going on.

Mr. Grist—It would, to construe it literally.

It has been held in this Court that a boiler-  
maker's business can be stopped. That is quite  
a different thing. It is a business which in  
itself must be noisy. This is only the working  
of machines.His Worship—And if held to be an offence  
would apply to newspapers?Mr. Grist—It would apply to newspapers  
or anything of the kind if the Ordinance  
were construed in that way. Even lifts could  
not run. I should say at once, if this business  
was continued all night, that the master might  
be called upon to cease to some extent; but  
work is stopped at 11 o'clock. Work must be  
carried on until that hour to complete thingsrequired by the shipping population. Trains  
run until 11 p.m. They are not stopped, and  
is a business. The complainant's remedy

## CORRESPONDENCE.

## THE OPIUM QUESTION.

TO THE EDITOR OF THE "DAILY PRESS."

August 17th, 1906.

In—Owing in part to the remarkable ignorance displayed by Mr. Winston Churchill with regard to the scandal attendant on the system of opium farming, and also in part to the actual scandal which has recently occurred in the Colony in that connection, your columns and those of your contemporaries have of late contained not infrequent notices of the present condition of the opium trade. It may therefore interest your readers to know that the following petition, signed by the ministers and senior missionaries of the British church and missions in Hongkong, was recently sent in to the Government:

1. E. the Governor has kindly promised to give the matter his careful consideration.—Iam, etc.

J. C. VICTORIA

St. Paul's College.

THE HON. SIR MATTHEW NATHAN, K.C.M.G., GOVERNOR, ETC.

Sir,—At a time when the House of Commons has just passed a resolution "That this House reaffirms its conviction that the Indo-Chinese opium trade is morally indefensible and requests His Majesty's Government to take such steps as may be necessary for bringing it to a speedy close," it seems to us that it will not be appropriate to present a humble address to your Excellency, and the Government of this Colony, with reference to the system on which the traffic in opium is conducted in Hongkong.

But before we do this we would venture to call your Excellency's attention to the striking consensus of opinion which appears to prevail now in various parts of the world with regard to the use of opium. In China more than one of the high officials of the empire have declared against its use, and have issued, or are about to issue, regulations to check it within their own jurisdictions, and the Viceroy of Nanking has undertaken in person to the Imperial Government a petition against the trade in opium, which is now in course of signature by the missionaries at work in China.

The Government of Japan absolutely prohibits its use by its own people, and has passed stringent laws in order to eradicate its use from amongst the Chinese resident within its dominions. The Government of the Philippines after an exhaustive inquiry into the subject conducted by a Commission specially appointed for the purpose, has decided to adopt measures with regard to the use of opium in the Philippines almost identical with those of Japan.

To pass on to our own Colonies in Australia the Commonwealth Government, acting on the initiative taken by the Chinese community, has issued a proclamation prohibiting the importation of opium into Australia, except for medicinal use, from the 1st January, 1906. The Transvaal has passed a yet more stringent measure of prohibition. In short on all sides there is evidence of a sincere desire to prohibit, or to limit so far as possible, the traffic in, and use of, opium.

Your petitioners are earnestly desirous that the relationship of the Hongkong Government to the traffic should be amended. For, in our opinion, the present system of farming, which is in operation in this Colony, tends directly to encourage the use of opium and for this reason the Government is responsible. The Government is interested in getting as much revenue as possible, and by calling for tenders stimulates competition on the part of those who bid for the right of farming, to increase their bids for that right as much as possible. The opium farmer must get his money back, and therefore he uses every means in his power to encourage the use of opium. He pushes his business to the utmost extent. The Philippine Commission, in summing up the conclusions which it had formed, strongly condemns the system of farming for the following reasons:—

(a) The farmer endeavours to increase his profits by extending his business, and so the use of opium is increased.

(b) Extensive smuggling also exists under this system as found in these countries visited by the Committee.

(c) The matter of raising a revenue by such a system exposes the Government to misapprehension and detraction.

(d) It is hardly moral to delegate to an individual, not a representative of the people, such authority in the way of supervising, detecting, and policing as the farmer usually exercises. To exercise such authority is a function of the Government only. (Report of Philippine Commission p. 49).

Again in discussing the conditions of the traffic in Java, where farming had been tried and abandoned, as was also the case in Saigon, the Committee write:—

"The old system of farming out the sale of opium, in fact, not only was counteracted in practice, as far as the gradual reduction of the consumption of that drug was concerned, but it was also a source of corruption and bribery of government employees on the part of Chinese farmers, who were tempted to extend the sale of the drug to persons who were unauthorized to buy it. It was also the cause of frequent disturbances, in cases where it was employed by unprincipled persons as a means of revenge. These persons would surreptitiously place opium in the houses of private persons, and then maliciously and falsely accuse them of possessing opium clandestinely. The principal reason for the abandonment of this system was that the farmer, in order to push his business, exhausted all available means to extend the sale of his merchandise" (ibid. p. 28).

The experience in Hongkong has not been very dissimilar to that in Java.

Your petitioners are not prepared to make a recommendation to the Government with regard to what alternative system of dealing with the use of opium, whether by high tariff, or high license, or prohibition, or government monopoly (which last is recommended by the Philippine Commission), it would be best to adopt in Hongkong. To do so would be beyond our province. What we do most earnestly desire is this: that our Government should be clean handed in this matter, and should use its great influence and authority to check rather than to encourage the use of this injurious drug. With this end in view we would conclude with two definite petitions to your Excellency:—

(1) That your Excellency will cause careful inquiry to be made, by Commission or otherwise, as to what may be the best method by which the Government may check and, if possible, in time entirely abolish, the use of opium except for medicinal purposes, in this Colony.

(2) That your Excellency will give instructions that the pupils in the public schools of this Colony shall be taught the evil and doabasing results of the opium habit; and that the primers of hygiene used as text books in the said schools shall include the necessary information on this matter.

With regard to this matter of education, we would beg leave to add a quotation from the evidence of a Japanese pastor, resident in Formosa, which is supported by the evidence of many others.

"There is no one factor that more strongly influences the young generation against the opium than that the instructions given them in the public schools regarding the poisonous and pernicious effects produced by the drug. The Chinese youth are slowly learning the Japanese language and with it are acquiring Japanese ideas and ideals, among which the idea most deeply imbedded is the perniciousness and disgrace of the opium vice, for which they are taught to have an abhorrence." (ibid. p. 63).

At the same time, however, we would point out, and we doubt not that your Excellency will agree with us, that so long as the Government encourages rather than checks the opium vice instruction in the schools will be of little avail.

Therefore your petitioners would humbly pray, etc.

We have the honour to be,

Sir,  
Your Excellency's most obedient servants,  
J. C. VICTORIA.

THOMAS W. PEARCE, Senior Missionary in Hongkong of the L.M.S.

W. BARNETT, Assistant of Hongkong Secretary, Church Missionary Society.

C. R. BONE, Chairman of the District and General Superintendent of Wesleyan Missionary Socy.

J. H. FRANCE, Chaplain, St. Andrew's Chapel, E. J. BARNETT, Warden, St. Stephen's College.

A. J. SEVENS, Chaplain, St. Andrew's Kowloon, and pro tem. in charge St. John's Cathedral.

C. H. HICKLING, Minister of Union Church.

GEORE A. BUNSBURY, Principal of St. Paul's College.

ALLEGED TRIPLE MURDER.

MUTINY ON A JUNK.

A few facts of what promises to be a startling story when the police think fit to reveal it were gathered by our Police Court representative yesterday. It appears that on the morning of the 2nd instant the crew of a junk, lying at anchor in Deep Bay, without any warning burst into the cabin and murdered the master, his wife and son. They also thought they had killed a nephew of the master, whom they threw overboard. The dead, however, was not properly done. The water appears to have revived the young man, who after swimming for six hours was picked up by a passing junk and brought to Kowloon, where he immediately reported the matter, and further stated that the mutineers had kidnapped his cousin, a girl aged 16 years. It was the 4th instant when this story was made known to Inspector Langley, and immediately detectives were despatched to pick up the trail of the pirates. It has been a difficult, almost hopeless, task, but it would appear that perseverance has been rewarded. We understand that five men have been arrested on a junk near Macao, but whether they have been identified is not yet stated.

CANTON.

(FROM OUR CORRESPONDENT.)

August 16th

EUROPEANS FIRED UPON.

It is reported that several Europeans from the Shamian went out to picnic in a houseboat towed by a launch last Sunday afternoon. On their way home at about 10 p.m. when up the river about an hour's distance from Canton, some of the party were playing bridge in the saloon, and others were enjoying the cool breeze on deck. Suddenly those on deck heard the report of a gun fired from shore. A bullet whistled just above their heads. Fortunately it was a dark night, and they had the presence of mind to order all the lights to be immediately put out. There were no more shots.

ANTI-OPIUM PROCESSION.

It appears that some Chinese have recognised the evil of opium smoking. Great excitement was shown in the city to-day, by the organisation of an anti-opium procession, which passed through the main streets carrying banners with characters on them exhorting the people not to smoke opium. There were also banners bearing sarcastic remarks against opium smokers.

Several persons on horseback were dressed up in Indian costumes, representing the "hated cultivators of that terrible drug". Many half-starved beggars were dressed to show the physical effects of habitual smoking. It was a very interesting sight.

## MARINE MAGISTRATE'S COURT.

BEFORE THE HON. CAPTAIN L. A. W. BARNES-LAWRENCE, E.N. (MARINE MAGISTRATE).

FAILING TO REPORT A PASSENGER'S DEATH.

Paulo Gutierrez, first clerk at the Mercantile Marine Office, proceeded against Honney Clifton, master of the British steamer *Charterhouse*, for failing to comply with article 1 of section 254 of the Merchant Shipping Act of 1894 in not recording in the log book of the said vessel the fact of the death of a Chinese passenger on the 31st May last while on a voyage from Singapore to Hongkong.

Defendant pleaded guilty.

Mr. Gutierrez stated the facts.

Defendant said he forgot to make the entry at the time the death occurred. The ship was one day from Hongkong and they were experiencing rough weather which necessitated his remaining on the bridge during the time the burial took place. He did not make any report later as he thought there might be trouble over it. The doctor on board was an Indian named W. Boyle, who left the ship at Singapore on return from this voyage. He was unknown to witness previous to the voyage in question.

HIS WORSHIP SAID.—The omission to record in the official log book the death of any person on board your vessel as well as the particulars relating thereto is a serious one. In this case the death of a Chinaman took place on 30th May during a voyage from Singapore to Hongkong, and it is only now due to a report, which investigation proves to be correct, that I am able to learn something of the facts of the case. A consequence of this is that no proper inquiry into the circumstances can be made here, as the doctor, who at the time was born on the ship's articles and who also according to law should have signed the entry in the log book, is no longer on the ship. It must be apparent to you that if the provisions of the Merchant Shipping Act are not complied with in this respect the ends of justice may very easily be defeated. As I know that the doctor whose evidence is all important in residing at Singapore I am communicating with the Master Attendant at that port, with a view to his holding an inquiry on the return of your vessel thence, into the cause of the death. For non-compliance with the provisions of section 254 of the Merchant Shipping Act I find you \$50.

THE WHISTLER NUISANCE.

The masters of the steam launch *Cheung On*, *Sun Kuang On*, and *Li Sing* were charged at the instance of Mr. Li Jones, assistant harbour master, with unlawfully using the steam whistles of their launch on the 16th inst. in Victoria Harbour. The first man gave two short blasts on his whistle and then altered his course to starboard instead of to port, as his whistle had indicated. He said he only blew the whistle to indicate that he was going alongside the wharf.

The second defendant was charged with needlessly blowing his whistle twice, although there were no vessels in his immediate neighbourhood, except a few sampans at anchor. He said he blew the blasts to show where he was going.

The third man was charged with blowing long blasts while coming in to the wharf opposite Wing Wo Street. There was no reason for these signals.

His Worship said there was too much of this unlawful using of the whistles by the crewmen of launched in the harbour, and it had got to stop. In filing each of the defendants \$5, he said he would deal very severely with all offenders in this direction brought before him in future.

THE PAN-ISLAMIC MOVEMENT.

Beneath the apparently placid surface of Egyptian affairs there have been, for some time, subtle forces at work which have given birth to what is now known as the Pan-Islamic movement.

This movement is capable of developing into an alarming feature of Egyptian affairs in particular and European politics in general we have high and ample testimony, that recent telegrams make it abundantly clear, that this is fully realised by the European press. Notwithstanding that the British occupation of Egypt has conferred very solid benefits on the country, the prosperity of the Young Egyptian party, secretly aided, it is known, by Turkish emissaries, insists on regarding it as a burden.

The fellah's memory is short, and he finds it easy to forget the coarse, the grinding taxation, the merciless exactions of a corrupt officialdom and the general anarchy of Arab's days.

He has been relieved from the nightmare dread of the Mahdi, the Sudan has been reconquered, dams have been built on the Nile, the interference of another Power has been averted, and the country is increasingly prosperous.

Yet the Egyptian secretly chafes against the British occupation and this is how Mustapha Kamel, writing on the Tabah incident, puts it in the *Standard*: "The interest with which the Egyptians are animated towards the British occupation is natural. The effects of this hatred were very clear on many occasions. Those who a holding the reins of English politics are held responsible for that hatred and are its true cause. For they failed to fulfil their promise that were given publicly before the world at this time of year, and of late have been expressing much broader love for the Turk and the Commander of the Faithful, and calling upon Mahomedanism in all parts of the world to unite in the cause of Islam. Those who have some knowledge of what the average Mahomedan is capable of in the way of fanaticism are aware how far a movement of this kind, powerfully strengthened, can go. Probably, if a jihad were declared against Europe, a hypothetical case which need not at present be considered seriously—the majority of Sunnis Mahomedans in the world would elect to follow the lead of the Sultan, while the Shiites would not consider an order from the Sultan binding upon them.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Publishers only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour, the supply is limited. Only supplies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Telegraphic Address: Presses, Codes: A.B.C., 6th Ed., Liver's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

BY a German Firm, CLERK with some knowledge of Export business. Knowledge of German and English required. Application by letter to—

"X. ISL."

Care of "Daily Press" Office, Hongkong, 18th August, 1906. [1595]

## WANTED.

YOUNG LADY CASHIER WANTED. European preferred. Must be quick at figures.

Apply by letter to— "L. D. P."

Care of "Daily Press" Office, Hongkong, 18th August, 1906. [1596]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship "HAICHING," Captain A. E. Hodges, will be despatched for the above Ports on TUESDAY, the 21st inst., at 12 o'clock Noon.

For Freight or Passage, apply to DOUGLAS LA PRAIRIE & CO., General Managers, Hongkong, 18th August, 1906. [1597]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship "MONTROSE," Captain R. Glegg, will be despatched as above on or about the 17th September.

For Freight or other information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hotel Mansions, Hongkong, 18th August, 1906. [1598]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship "RADNORSHIRE," will be despatched for the above Ports on or about the 24th September.

For Freight and Passage, apply to SHEWAN, TOME'S & CO., Agents, Hongkong, 18th August, 1906. [1599]

AUSTRIAN STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ALEXANDRIA, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship "SILESIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed from their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From VENICE, ex ss. "Esopo," trans-shipped at Trieste.

From Zanzibar, ex ss. "Bohemian," trans-shipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before noon on the 24th August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th August will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents, Hongkong, 17th August, 1906. [13]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY CO., LTD., in the Kwang Tung Section, CHINESE CIVIL ENGINEERS OR ENGINEERING STUDENTS, having experience in Railroad Preliminary, Location and Construction. Must be capable of handling any kind of railroad instruments on field work.

Address applications, giving training, references, experience and samples of work, to— H. E. CHANG,

President of the Kwang Tung Mercantile Administration of the Yuet Han Railway Co., Ltd., Canton, 15th August, 1906. [1592]

THE KWANG TUNG MERCANTILE ADMINISTRATION

OF THE YUET-HAN RAILWAY CO., LTD.

TENDER for 5 First-class, 5 Second-class, and 10 Third-class COACHES, 2 BAGGAGE CARS and 20 DUMP CARS, capacity 5 cubic yards. The Coaches are to be of the same style as the First and Second-class Coaches of the Sam-Shui Division, with the exception of the length, which will be 60 feet over endsls.

The Third-class Coaches are to be the same as the Second-class Coaches of the Sam-Shui Division, with the exception of the interior finish and the seats to run longitudinally—the sides and double centre seats. Bidders will be required to state the net cost and time of delivery. Free storage on the wharf, Wong Sha.

Tenders will be opened in the HEAD-OFFICE, CANTON, on the 23rd day of August, 1906, at 11 a.m.

The Company reserves the right to reject any or all bids.

CHANG TO CHAI, President, Canton, 9th August, 1906. [1568]

## INTIMATIONS

## HONGKONG VOLUNTEER CORPS.

## A GRAND PROMENADE CONCERT

WILL BE HELD ON BEHALF OF THE MISSIONS TO SEAMEN

On the Volunteer Parade Ground, THIS EVENING (SATURDAY), 18TH AUGUST, 1906, AT 9.15 P.M.

TICKETS (\$2 and \$1) may be obtained from the VOLUNTEER HEADQUARTERS and from Messrs. KELLY & WALSH, Hongkong, 18th August, 1906. [1573]

E. R.

## EVENING CONTINUATION CLASSES

EVENING CLASSES for Instruction in Commercial, Engineering and Science Subjects will be held at QUEEN'S COLLEGE COMMENCING WEDNESDAY, 3RD OCTOBER.

Particulars and Prospectus may be obtained on application to the undersigned or at the REGISTRAR GENERAL'S OFFICE.

W. H. WILLIAMS, Organizing Secretary, Hongkong, 17th August, 1906. [1590]

## NOTICE TO SHAREHOLDERS

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's BUILDINGS, Connaught Road, on MONDAY, 29TH AUGUST, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors, H. HUNTER, Acting Chief Manager, Hongkong, 30th July, 1906. [1497]

## HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

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The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors, H. HUNTER, Acting Chief Manager, Hongkong, 27th July, 1906. [1478]

## GREEN ISLAND CEMENT CO., LTD.

## NOTICE

IN Accordance with Article XVI. Section 7 of the Articles of Association the GENERAL MANAGERS have this Day declared an INTERIM DIVIDEND for the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the Register on that date.

Dividend Warrants may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOME'S & CO., General Managers, Hongkong, 31st July, 1906. [1512]

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS

THE DIVIDEND at the Rate of \$1.00 per Share declared at the Ordinary Half-Yearly Meeting of Shareholders, held This Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after WEDNESDAY, the 15th August, 1906.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors, W. E. CLARKE, Acting Secretary, Hongkong, 14th August, 1906. [1579]

## THE TRADE MARKS ORDINANCE, 1898.

## SUNDAYS ONLY:

8.8. "WING CHAI," Captain T. Austin, s.s.s.

THIS Steamer departs from Hongkong daily at 7.30 A.M. and from Macao at 2.30 P.M. On SUNDAYS the Steamer departs from Hongkong at 8.30 A.M. and from Macao at 6 P.M. tide permitting.

FARES.—(Week days, 1st Class including cabin and servant \$1.50, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents. Every Sunday will be an EXCURSION

at the following rates:

STEAMERS ONLY:

1st Class, Single ..... \$1.00

With Cabin ..... 2.00

1st Class, Return ..... 3.00

With Cabin ..... 4.00

3rd Class, Single ..... 40 Cts.

Return ..... 60 "

Steerage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is lit throughout by Electric light. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MINO & CO.

2nd Floor, 16, Victoria Street, Hongkong, 22nd June 1906. [21]

## TYPEWRITER'S CLEANED, REPAIRED, OVERHAULED

## TYPEWRITING WORK UNDER TAKEN.

Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor), Hongkong, 25th October, 1905. [19]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

WH. CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

HONGKONG, 3rd October, 1905. [45]

## THE DIRECTORY AND CHRONICLE FOR 1906.

Complete Edition ..... \$1.00

Small ..... 60

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour, the supply is limited. Only supplies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Telegraphic Address: Presses, Codes: A.B.C., 6th Ed., Liver's.

P.O. Box, 33. Telephone No. 12.

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## SHIPPING

## ARRIVALS

ANDRE RICKMERS, German str., 1,621. W. Tauled, 16th Aug.—Bangkok 4th August.  
Rice—Butterfield & Swire.  
CANTO, Norwegian str., 1,381. J. Larsen, 17th August—Samara 17th August. Sugar—  
Augard, Thomas & Co.  
MONSIEU, British str., 2,636. J. H. Hainsworth, 16th Aug.—Penang and Singapore 12th August, General Chinese.  
WINA, British str., 1,115. H. P. Berg, 17th August—Wooing 14th August. Tea—  
Matchers & Co.

KOBAYASHI, French str., 1,815. Gaudioso, 16th Aug.—Antwerp and Singapore 10th Aug.  
General Messageries Maritimes.  
KWANGHUA, Chinese str., 170. August, from Canton.  
KANGKANG, British str., 17th August, from Canton.  
LAWTON, American steamer, 2,500. Parker, 17th August—wide 16th August.  
PECHABURI, German str., 1,372. Goswami, 17th Aug.—Swatow 16th August. Rice and Timber—Matchers & Co.  
SINGAPORE, British str., 1,067. J. Robinson, 16th Aug.—Cobh and Boile 16th Aug. Sugar—  
Butterfield & Swire.  
SLOSIA, Austrian str., 3,316. E. de Stabilo, 17th August—Tibet 25th June. General Sander, Weller & Co.

TAMISI (Holsteiner), 1,530. A. W. Unterholzner, 17th August—Natalia 16th Aug. General Eatherfield & Swire.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE  
Aug 17th  
Dexter, Norwegian str., for Saigon  
Koon, Danish str., for Singapore  
Koenig, British str., for Ningpo  
Mack, German str., for Haiphong  
Padang, British str., for Ningpo  
Rodovore, British str., for Japan  
Shaw, German str., for Shanghai  
Tudous, British str., for Yokohama

## DEPARTURES

Aug 17th  
DAUGEN, Norwegian str., for Bangkok  
GREGORY APAL, British str., for Calcutta  
HAITAN, British str., for Coast Ports  
KANADO MARU, Japanese str., for Valparaiso  
KOUN MARU, Japanese str., for Kobe  
LANDER SCHIFFER, Ger. str., for Yokohama  
SARIN RICKMERS, Brit. str., for Newchung  
SIERRA MONERA, British str., for Java  
YODHOM, British str., for Canton  
YUNNAN, British str., for Manila

SHIPPING REPORTS  
The German str. *Andrea Richmers* reports fair weather and smooth sea.  
The British str. *Hengher* reports calm and clear weather right up, with a few showers.  
The British str. *Basing* reports experienced light N.W. winds, sea smooth and fine clear weather throughout the passage. On the 15th just passed str. *Pine*, from Hongkong to Manila, one day.

## VESSELS IN DOCK

Aug 17th  
ABRIDGED DOCKS  
KOWLOON DOCKS.—After *Lion*—*Chesapeake*  
COMPOSITOR DOCK.—*Chesapeake*



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship

"SILESIA," Captain Stahlke, will leave for the above places on MONDAY, the 20th inst., at Noon. For Freight or Passage, apply to

SANDER, WIELER & CO.

Agents,

Prinzen Building, Hongkong, 13th August, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN," Captain Brue, will be despatched for the above Ports on or about MONDAY, the 20th inst. For Freight or Passage, apply to

G. DE CHAMPEAUX.

Agent,

Hongkong, 14th August, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, A. DEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ERNEST SIMONS," Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 21st August, at 11 A.M.

This Steamer connects at Colombo with the Australian line ss. *Villa de la Costa*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "CALEDONIAN" ... 4th Sept.

S.S. "POLYNESIEN" ... 18th Sept.

S.S. "SALAZIE" ... 1st Oct.

G. DE CHAMPEAUX.

Agent,

Hongkong, 8th August, 1906.

ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"TONAWANDA," will be despatched for the above Ports on or about the 27th August.

For Freight and further particulars apply to

SHEWAN, TOMES & CO.

Agents.

Hongkong, 8th August, 1906.

[1542]

THE Steamship

"TONAWANDA,"

will be despatched for the above Ports on or about the 27th August.

For Freight and further particulars apply to

SHEWAN, TOMES & CO.

Agents.

Hongkong, 8th August, 1906.

[1542]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTION 1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

5. From East Point to the Berth.

6. From the Berth to the Harbour Master's.

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OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.
GLASGOW and LIVERPOOL	"TEENKAU"	On 6th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 6th September.
GLASGOW and LIVERPOOL	"MOYNE"	On 13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th September.
GLASGOW and LIVERPOOL	"CALONAS"	On 20th September.
GLASGOW and LIVERPOOL	"MENELEAS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL DIRECT	"TYDEUS"	On 18th August.
LONDON, AMSTERDAM and ANWEIL	"ACHILLES"	On 28th August.
MAISSEILLES, HAVRE and LIVERPOOL	"ALCINOUS"	On 30th August.
LONDON, AMSTERDAM and ANWEIL	"DIOME"	On 11th September.
GENOA, MAISSEILLES and LIVERPOOL	"PELEUS"	On 20th September.
LONDON, AMSTERDAM and ANWEIL	"CYCLOPS"	On 25th September.
HARLE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.

## Taking cargo for Liverpool at London Rates.

+ via Bangkok.

TRANS-PACIFIC SERVICE.

## Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAKASAKI, KOBE and YOKO-	"BELLEROPHON"	On 1st September.
HAMA	"NINGCHOW"	On 29th September.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	On 8th September.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th August, 1906.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOU and NEWCHWANG	"LIANGCHOW"	On 21st August.
SHANGHAI	"YOCHOW"	On 21st August.
MANILA	"TAMING"	On 21st August.
CEBU and ILILO	"SUNGKIAO"	On 22nd August.
PAMSU	"TIENTHSIN"	On 23rd August.
TIEN-TSIN	"KWEICHOW"	On 25th August.

MANILA, ZAMBANGA, PORT  
DARWIN, JOURNEY ISLAND,  
UGOL, O. W. GALTINS, "TSINAN" On 27th August.

\* Attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th August, 1906.

[11]

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific is the "EMPEROR LINE", SAVING 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER,  
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration)		
Term	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S.	THURSDAY, 30th Aug.	17th Sept.
"EMPEROR OF INDIA"	6,000	THURSDAY, 30th Sept.
3,882	WEDNESDAY, 5th Sept.	29th Sept.
"EMPEROR OF JAPAN"	6,000	THURSDAY, 27th Sept.
6,163	WEDNESDAY, 3rd Oct.	15th Oct.
"EMPEROR OF CHINA"	6,000	THURSDAY, 25th Oct.
4,425	WEDNESDAY, 31st Oct.	12th Nov.

"EMPEROR" Steamers will depart from HONGKONG at 4 p.m.

Intermediate Steamers at 12 noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 20 days from HONGKONG.

Hongkong to London, 1st Class, ..... via St. Lawrence £60; via New York £62.

Intermediate on Steamer, ..... £40. " £42.

R.M.S. "MONTEAGLE," "TARLAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, corner Pedder Street and Praya, opposite Blake Pier.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

THE CO'S S.S.	LEAVING	
* TAMSUI VIA SWATOW	"MASAN MARU"	SUNDAY, 19th Aug.
AND AMOY	S. TAGAMI	at 10 A.M.
* TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 26th Aug.
AND AMOY	H. OHTA	at 10 A.M.
* SHANGHAI VIA SWATOW	"SHONSHU MARU"	TUESDAY, 21st Aug.
AND AMOY AND FOCHOW	S. NEMOTO	at Noon.
* XINPING VIA SWATOW	"AKASHI MARU"	WEDNESDAY, 22nd Aug.
AND AMOY	J. A. MERLIN	at 10 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidship. Unrivalled Table.

+ Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building, Hongkong, 18th August, 1906.

T. ARIMA, Manager.

EAST ASIATIC CO., LTD.  
COPENHAGEN,  
RUSSIAN EAST ASIATIC CO., LTD.,  
ST. PETERSBURG.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

SHANGHAI, YOKOHAMA, KOBE "NICOBAR" ..... On or about 14th Sept.  
and VLADIVOSTOK "TONGKU" ..... On or about 14th Oct.  
ODDESSA "SIAM" ..... On or about 15th Sept.  
"KITAI" ..... On or about the 1st Oct.

FOR "COPENHAGEN" AND BALTIK PORTS.  
SS. "SIBIRIEN" ..... on or about the 15th Sept. from Hongkong.  
SS. "TRANQUEBAR" ..... on or about the 1st Oct. from Hongkong.

For Further Particulars, apply to

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 8th August, 1906.

[157]

USE ONLY and USE ALWAYS

MOST  
REFRESHING.Far Superior  
to the  
German Kinds.

EAU DE COLOGNE

254

## SHIPPING IN PORT.

STRAMMERS.  
A. B. BRECH, Norwegian str. 341, Andersen  
11th July—Shanghai 4th July, Easten-  
wara—Order.

BOEKER, German str. 1-230, F. Seehoff, 13th

August—Sandakan 6th Aug., Timber—  
Melchers & Co.

BRAND, Norwegian str. 1-230, M. Enevoldsen, 30th

July—Singapore 26th June, Sugar—  
Sandar, Weller & Co.CHARTRIERING, British str. 1-230, H. Clinton,  
14th Aug.—Singapore 8th Aug., General  
—Chinese.

CHINA, American str. 3-156, D. E. Friede, 14th

August—San Francisco 14th July and  
Manila 13th August, Mails and General—  
P. M. S. Co.CHIASHING, British str. 1-190, G. S. Weigall,  
14th Aug.—Chefoo 8th August, General—  
Jardine, Matheson & Co.

CHOWTAI, German str. 1-153, J. Spiesen, 15th

Aug.—Kulishan 8th Aug. and How-  
low 14th Aug., Butterfield & Swire.

CHUNSAK, British str. 1-157, R. Cox, 12th

August—Sumarang 3rd August, Sugar—  
Jardine, Matheson & Co.

COTTIE, British str. 2-74, W. Finch, 20th

July—San Francisco 27th June, Mails and  
General—O. & O. S. N. Co.

DERWENT, British str. 1-161, J. Jenkins, 10th

Aug.—Saigon 7th Aug., Rice and General  
—Chinese.EMMA LUXEM, German str. 1-159, G. Conrad,  
16th July—Mauritius 22nd May, Sugar—  
Chinese.

EMPEROR OF INDIA, British str. 3-023, E.

Buchanan, 14th August—Vancouver 23rd

July and Shanghai 11th August, Mails and  
General—C. P. R. Co.

FEUCHING, Chinese str. 1-183, T. Jenkins,



**A CAMP FIRE IN REGENT'S PARK.**  
FRONTIERMEN'S BIVOUAC.

PICTURESQUE REMINDER OF EMPIRE.

The "Lost Legion" has found itself, and its camp fire burned last month in Regent's Park. It was lit, strangely enough, for public entertainment, together with all the thousand lamps and Chinese lanterns that sometimes make the Botanic Gardens look a fairytale. By Mr. Kipling, this was not foreseen; it was the imagination and the work of Mr. Roger Pocock, and served to advertise that Legion of Frontiersmen which, one day soon, will bid the outposts of the Empire.

In the Empire's capital there are always frontiersmen. Not many. "Those of us who stray back to our own people," Mr. Pocock writes, "find the home brother estranged. If we dread the crimes against the law, killing, for instance, and robbery—wherever we are much more horrified by the views within the law, such as meanness, diriment or cowardice. He pays high rent to live in tainted air and commerce grows more prey than all the tigers." So the frontiersmen drifts out again. But in Regent's Park last night there was the Earl of Lonsdale, that old Wyoming hunter, the only explorer who has crossed Arctic America. He is the chairman of the Legion's Council. There was Comte de Horn, its London organizer, the man who stole the battleship *Hausser* from Peru, discovered the Magellan straits, and raised the neutral police at Johannesburg. Captain Walter Kirton, to whom he handed over the town for Lord Roberts, is organizing now in the China Seas after seeing the destruction of San Francisco as a side-show of his honeymoon. But there was also John P. Thompson, better known as "Texas." The old and famous cowboy has made a lieutenant. There was Captain J. G. Best, one of the storming party at the Kashmire Gates. He is quartermaster. There was Trooper Ponock, famous in Western America, and also seen upon the west coast of Greenland, and in other regions. There were men who have sailed on all the Seven Seas.

**AN EMPIRE-WIDE ORGANIZATION.**

Romantic in that rough and serviceable outfit with which the Boer war made us all familiar, these tanned adventurers were to be seen about the gardens, much limned and questioned. Mr. Pocock had cheery news to tell of the Legion's gathering. Within three days of Commissioner Ballantine's arrival at Capetown he had listed 4,000 men. They know him there as a very good cowboy scout, as mining man and keen explorer. Major Arthur Tomkins, who was lately commander-in-chief to the Sultan of Johore, has gone up country to Victoria Falls, leaving a trail of leathers. Everywhere throughout the Empire this novel and vast organization is now becoming known.

As it needs money, one could hardly wish the crowd of sightseers larger. There was excellent entertainment. A little one-act play of Mr. Sutcliffe's, "The Open Door," had been very well chosen for the occasion, and was nicely done by Miss Grace Lane and Lieutenant-Colonel Marshall-West. Some of the best variety people in town had been secured for open-air and indoor concerts. Mr. Grainger, of the Jin-Jitsu School, who is son of Mr. Allardice Grainger, lately Agent-General for the South Australian Government, arranged a pretty and spirited display. On the natural stage, where afterwards the camp-fire songs were sung, Act V. of "A Midsummer Night's Dream" was delightfully produced as a pastoral performance by Mr. W. R. Starley.

The bivouac came last and late, as bivouacs mostly do. It was extremely picturesque. Stage-managed well by somebody, and done with the naturalness of old hand by a score or so of officers and troopers, it gave one a vivid notion of how the nights are passed by frontiersmen in the field. You were to suppose the enemy out of earshot, however, for there were songs and stories. "The Deathless Army," "The Old Brigade" and "Motherland" are songs that gave whatever the banjo goes.

**A SONG FOR THE LEGION.**  
There was, moreover, a new song called "Frontiermen," composed by Mr. Edward Sasse for the Legion, and sung by Mr. Reynolds Deniston. In time it will be equally known with those old favourites. This is the chorus:

Out from the woods of the great North West,  
Under the Austral sky,  
From the South and the North they'll come forth,  
At the sound of the Mother's cry.

And at this part, where the danger is most,  
Will stand as a sentry then,  
Britishers all, to stand or to fall,  
The Empire's frontiersmen.

It is not so good a song as Mr. Kipling might have made, but it has been set to a rousing lit, and went so well around the campfire that its popularity could not doubt. Between the songs, Comptendant de Horn told good stories. Finally, the camp slept, was roused by a night alarm, and settling up, went off to burn some powder.

So much for a memorable evening's entertainment. When it was over, Lord Lansdale gave a short address on the objects of the Legion's founder. They are not yet in peril, it should be said, by much organization or anything like drill and regulations. But as members join it, each of them will have a certificate showing his description, portrait, thumb print, and service record. If he is found dead or in felony this certificate, according to a request upon the face of it, is to be returned by the authorities who find him to headquarters; and powers will be sought by which any one using it improperly may be prosecuted.

With the certificate goes a badge—the device a Union Jack and the words on Gordon's signature, "God guard thee."

**RAIDED BY ELEPHANTS.**

A correspondent in the Tora, Bengal, thus writes to the *Indian Field*:—Mr. Lloyd and Mrs. James were camping in the vicinity of Mobergong Gaunden, when one of their elephants breaking his chains made for freedom, and to this day roams the Tora Dunes and the Moerong with his jungle mates. For thirty years that and other elephants have been allowed to work their wicked will on human life and property unrestrained, and the tale of mortality has grown year by year till it is past bearing. About two years ago the Government offered a reward of 300 rupees for the destruction of Mr. Lloyd's runaway, which is now known as "the club-footed rogue," by reason of some maiming caused by the chain round his foot, which made it swell out. He is said to have but a single task. I am under the impression that the same animal is known by the name of "the Doctor's rogue," and the number of his victims alone mounts high, though I am certain that he is not the only offender. Last September an old woman and her two young children were sleeping in their hut. Having movements about their granary in the middle of the night, one of the children woke up their mother, saying there were thieves at their door. The sound of human voices was enough.

An elephant, which had just torn off the top of the grain house, charged the house and killed the woman and child, one child escaping about with as rapid strides in the near future as

by hunting. Next morning showed this animal to have been a female, for she had a calf with her. Though retreating to the Government-reserved forest at night, Torai elephants are getting bolder and bolder, advancing well into the cultivated houses and gardens everywhere, till the dread and loss caused by them are so great that tenants are throwing up their lands on all sides.

The series of hair-breadth escapes are innumerable, and daily more are added to the number. I will but relate two. The first one was told me by the manager of the Central Torai Garden at Simikaria. I was shown the woman and spoke to her, and saw the marks on her broken nose. She was washing at a ford. Before she was aware of it an elephant had stalked out of the jungle, and wishing to cross the stream picked her up, winding his trunk round her body, and carrying over her face and nose and placed her gently, or at least as gently as he could, on the side of the path. There is no doubt that the animal meant no harm, for she was not flung down, though the bridge of her nose and a rib were broken by the compression of his trunk.

Yet another story, this time from the Tiruvana side. Elephants were breaking into a cluster of huts in search of grain. One animal found a woman and baby in a hut, one end of which it had demolished. It promptly put its feet on the child lying in its little basket cradle, but it picked up the mother, and lifting her out of the house placed her on the ground unharmed, and went on rummaging for grain.

**SINGAPORE.**

THE MALAY STATES INDEPENDENCE.

The "State of the East," which has just come so prominently to the front through the Federal Government recently purchasing the Taiping Pagor Docks (the award of the arbitrators having just been given), will no doubt soon show to the world how important the position has become, not only as a commercial centre, but more so when looked at from a national point of view. Situated midway between India and the Far East, Singapore holds a position second to none in importance for the protection of Great Britain's interests in that part of the world, and that the relation with Eastern Powers is now that the relation with Eastern Powers is now much closer it is quite fitting that she should at the present time look around and arrange for a strong base, which could be utilised for naval and other purposes should the necessity arise. Very extensive and well-equipped dry docks, wharves, and mechanical workshops exist, but all their equipment's need to be reorganized and brought up to the requirements necessary to deal with modern ships, and the ever-increasing dimensions of up-to-date battleships. More than one European Power has cast longing eyes on this very important and prosperous port, and when the Taiping Pagor Dock Company was a private commercial undertaking, there was always the possibility of the controlling interests passing into foreign hands. Now, however, that this cannot take place, the Federal Government is free to develop the newly-acquired property, and turn it to further useful and national purposes.

Every year Singapore will become more important. When the railway is completed, the mails, passenger and goods traffic will be put through direct from Singapore to Penang, the Northern terminus, about 370 miles distant. The railway is the result of an amalgamation of the lines formerly belonging to the States of Perak and Selangor. Several new branches have since been added, and more are in course of construction. These will, in a very short time, form a complete system, consisting of the main line and branches or feeders from the ports all along the West Coast. Everywhere where the jungle has been cut through, communities have sprung up and trade has developed.

The Federated Malay States have for a long time past been famous for the production of tin and tin ore. Latterly the output has very materially increased. In the year 1905 over 51,000 tons of tin or its equivalent had been exported. This was mostly got from the western States of Perak and Selangor. The large eastern State of Pehang has hardly been touched, and it is believed to be quite as rich in tin-bearing strata as the other two States before-mentioned. In many districts of the western States only a very slight portion of the land has been worked, and, in fact, it is said that the surface there has only been "scratched." Up to four years ago the only means of "getting" and "washing" the ore were of the most primitive character, and it is within that time that modern methods have been resorted to, needless to say, where up-to-date machinery is now being adopted the returns are much enhanced, and result in very handsome profits. In one mine, which is by no means the largest in the district, the net profits reach thousands of pounds sterling per month. The ore is sold to smelting companies, and is transported to the coast, where fuel, mostly anthracite coal, is to be had, and the resultant metal can be expeditiously shipped to all parts of the world, generally as bullion. Some mines are starting to smelt on the spot, and in this way the owners hope to obviate the difficulties which often arise to assay, &c. No doubt as the rail extends fuel will be more easily procurable at the mines, and the metal will be sent to the coast instead of the ore, as is now the case. Almost every week sees some new enterprise started in the tin-mining industry. Either a new mine is opened up, old mines modernized or those which have only sold ore are laying themselves out to melt it on the spot. It adds on to the rubber industry at present only for consideration. In some districts the coffee plantations are being superseded, and the rubber plant put in. The trees are tapped, and the sap collected in shallow tins, in which it coagulates, either naturally or by the addition of acetic acid. The resultant coagulated mass, which has the consistency of putty, is flattened out between wooden rollers into sheets about one-sixteenth of an inch in thickness; these sheets are hung over bamboo to dry, and this being done, a sheet of pure rubber is produced, which has become tough and very elastic during the process of drying. The sheet is sold to England, and it is reckoned that the cost is about two shillings per pound to produce and deliver into the English market, the present price obtained being from three shillings up to six shillings per pound. In some cases it is sold in the lump or "biscuit" state; this, however, takes longer to dry, so the sheet is preferred. It is quite evident that in the immediate future a great many things may be expected from rubber growing, and there is ample scope for the utilization of capital, and highly remunerative employment.

In Poh, Taiping, and Seremban are fast becoming important centres of the tin mining and rubber industries; while Port Swettenham and Klang, Port Dickson, and Teluk Anson, each of which is served by the railway, are rapidly growing ports. The State of Pehang has not yet been much developed, and has many thousands of square miles yet to be explored. The towns are not important, but no doubt not many years hence great strides will be made here, especially when the projected railways have come into operation. There is much room for development in the Malay Peninsula, and if this is brought about with as rapid strides in the near future as

in the past, Great Britain will have one of the most prosperous countries of the world under her protection, and the disposal of its riches will not take place near or in Singapore, which town and port will rise in importance far above the present position she now holds as "Gate of the East." —*Globe*.

**PHYSICAL CULTURE.**

A writer in *Broad View* speaks of physical culture as practised in the United Kingdom as a national danger. We are growing decadent, to the ory of danger, degeneration and decadence as practised by the various schools of the faddists, but it is a new thing among Britons to hear that physical culture is an evil. We have always been proud of our superiority in many games, and have looked upon the cultivation of these as being one of the chief factors in our national supremacy. The sayings attributed to Wellington that Waterloo was won on the playing fields of Eton has always been accepted as a fact, just as the old-time village butts and country sports are supposed to have been the school of archery and self-confidence that won Agincourt and other early victories. It will be hard, fortunately, to expel this from the minds of the British youth, who carry their passion for games with the spirit of fair play and true manliness which those engender, wherever they go. To protect against the passion for physical culture is to champion an unpopular cause, but the writer in question attacks it without mercy.

As things now are, he argues, a child is positively forced to magnify the value of physical sports often to the detriment of things intellectual. "The old flogging system may have practically disappeared, but in its place there is the scarcely less objectionable, because organised, system of compulsory games. We hear much just now of the unfairness of instilling dogmatic religion into the uniformed but receptive minds of children, but we hear little of the unfairness of forcing athletics on all kinds of boys. Of course, for boys possessing a natural aptitude for athletic games—and these have a proportion of quite seventy-five percent—this compulsory system is harmless because unsafe; but for the boys of the opposite type it is positively harmful." He then considers the professional athlete, whose soul is centred on his profession and though he may have no time for vice he has no time for anything else, training and performing and stands a glorious example of the sameness of master without mind. We fail to see that any other more intellectual profession could do more for the individual, or the nation to which he belongs. The professional athlete is not naturally taken from the class of the highly educated. If he is thoroughly interested in a profession which brings him and his family a comfortable income, and keeps him at the same time from vice, thereby enabling him to give to his country strong and healthy offspring, he surely is not to be despised. "Then," says the writer, "look at the amateur athlete. He is a second addition of the professional, but not quite so thorough. His god, the latest hero of thens and siens, his literature the sporting papers only, his conversation an incessant babble about bats, ball, boxing and bullets, in short, a chattering macaque monkey." This is twaddle. It is infinitely better for the young and vigorous to talk of bat and bullet than of wine and women, and this constitutes the chief difference between the conversation of the athlete and the loafer among the young. This system of flogging which is so greatly depreciated was, and fortunately still is, the very best means of teaching a boy his place, more especially one who owing to his high social position is in danger of being spoiled. It instils into his mind the necessity for ordering himself lowly and reverently to those placed in authority over him; it gives him the knowledge of what it is to be a servant and teaches him a lesson in the kindly treatment of inferiors which stands him well through life, for it is the hallmark of a gentleman. The writer of the article himself acknowledges that for 75 per cent. of the boys compulsory games are harmless and what is harmless in his opinion has over and over again proved to be both a moral and physical benefit to the race. Mentally, too, it has been acknowledged that keenness in any game has often been the salvation of the exceedingly studious. In his opinion Mr. Gladstone's habit of felling trees would have been a childish waste of valuable time, instead of the necessary relaxation and complete change of occupation needed to bring the mind to renewed activity. In some cases physical culture may be overdone, but in what other matter is not this equally the case?

It is interesting to compare this writer who sees a national danger in physical culture with another who writes on British decadence through growing slackness. "We are not," says the latter, "interested in the things of the mind. That is not in itself a menacing symptom. It is not because it is not new. We never have been interested in the things of the mind. Our education has always lagged heavily behind that of other more intelligent people. We have never been much conscious of the delight in the free play of thought, or the cultivation of the intellectual nimbleness and subtlety which often arises to assay, &c. No doubt as the rail extends fuel will be more easily procurable at the mines, and the metal will be sent to the coast instead of the ore, as is now the case. Almost every week sees some new enterprise started in the tin-mining industry. Either a new mine is opened up, old mines modernized or those which have only sold ore are laying themselves out to melt it on the spot. It adds on to the rubber industry at present only for consideration. In some districts the coffee plantations are being superseded, and the rubber plant put in. The trees are tapped, and the sap collected in shallow tins, in which it coagulates, either naturally or by the addition of acetic acid. The resultant coagulated mass, which has the consistency of putty, is flattened out between wooden rollers into sheets about one-sixteenth of an inch in thickness; these sheets are hung over bamboo to dry, and this being done, a sheet of pure rubber is produced, which has become tough and very elastic during the process of drying. The sheet is sold to England, and it is reckoned that the cost is about two shillings per pound to produce and deliver into the English market, the present price obtained being from three shillings up to six shillings per pound. In some cases it is sold in the lump or "biscuit" state; this, however, takes longer to dry, so the sheet is preferred. It is quite evident that in the immediate future a great many things may be expected from rubber growing, and there is ample scope for the utilization of capital, and highly remunerative employment.

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Manager,  
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E. OREMSTON,  
Manager,  
Hongkong, 26th March, 1906. 26

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H. E. R. HUNTER,  
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Hongkong, 6th June, 1906. 23

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HUGO SUTEE,  
Manager,

Hongkong, 1st May, 1906. 27

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H. E. H. HUNTER,  
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Hongkong, 30th May, 1906. 24

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D. TOHDOW, Manager,

Hongkong, 1st July, 1906. 199

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H. PINCKNEY,  
Manager.

Queen's Road, Central,  
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